

**Proposed Substitute
Bill No. 5510**

LCO No. 3458

**AN ACT CONCERNING ELECTRIC, ZERO EMISSION AND FUEL CELL
ELECTRIC VEHICLES.**

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective July 1, 2016*) As used in this section,
2 sections 14-12, 16a-3e and 43-3a of the general statutes, as amended by
3 this act, and sections 5 and 8 of this act:

4 (1) "Battery electric vehicle" means any vehicle that operates solely
5 by use of a battery or battery pack, or that is powered primarily
6 through the use of an electric battery or battery pack and uses a
7 flywheel or capacitor that stores energy produced by an electric motor
8 or through regenerative braking to assist in vehicle operation;

9 (2) "Electric vehicle" means any battery electric vehicle, fuel cell
10 electric vehicle, plug-in hybrid electric vehicle or range-extended
11 battery electric vehicle;

12 (3) "Fuel cell electric vehicle" means any vehicle that operates solely
13 by use of a fuel cell, as defined in subparagraph (B)(i) of subdivision
14 (113) of section 12-412 of the general statutes;

15 (4) "Hybrid electric vehicle" means a motor vehicle that allows
16 power to be delivered to the driver wheels solely by a battery-powered
17 electric motor that also incorporates the use of a combustion engine to

18 provide power to the battery, or any vehicle that allows power to be
19 delivered to the driver wheels by either a combustion engine or by a
20 battery-powered electric motor, or both;

21 (5) "Plug-in hybrid electric vehicle" means a hybrid electric vehicle
22 that has the capability to charge the battery or batteries used for
23 vehicle propulsion from an off-vehicle electric source, such that the off-
24 vehicle source cannot be connected to the vehicle while the vehicle is in
25 motion;

26 (6) "Range-extended battery electric vehicle" means a vehicle (A)
27 powered predominantly by a zero-emission energy storage device, (B)
28 with a manufacturer rating of more than seventy-five all-electric miles,
29 and (C) equipped with a backup auxiliary power unit that does not
30 operate until the energy storage device is fully depleted; and

31 (7) "Zero-emission vehicle" means any battery electric vehicle, fuel
32 cell electric vehicle, plug-in hybrid electric vehicle or range-extended
33 battery electric vehicle, and any vehicle that meets the requirements
34 pursuant to section 22a-174-36 of the regulations of Connecticut state
35 agencies.

36 Sec. 2. Section 14-12 of the general statutes is amended by adding
37 subsection (l) as follows (*Effective July 1, 2016*):

38 (NEW) (l) Not later than January 1, 2018, the Department of Motor
39 Vehicles shall record the number of electric vehicles, as defined in
40 section 1 of this act, registered in the state. This data shall be publicly
41 available on the department's Internet web site and shall include (1)
42 the number of electric vehicles registered in the state each year; and (2)
43 the total number of electric vehicles registered in the state. The
44 department shall update this information every six months.

45 Sec. 3. Section 16-1 of the 2016 supplement to the general statutes is
46 amended by adding subsection (c) as follows (*Effective July 1, 2016*):

47 (NEW) (c) The terms "utility", "public utility" and "public service
48 company" shall not be deemed to include electric vehicle charging

49 stations, as defined in section 16-19f, as amended by this act.

50 Sec. 4. Section 16-19f of the general statutes is repealed and the
51 following is substituted in lieu thereof (*Effective July 1, 2016*):

52 (a) As used in this section:

53 (1) "Cost of service" means an electric utility rate for a class of
54 consumer which is designed, to the maximum extent practicable, to
55 reflect the cost to the utility in providing electric service to such class;

56 (2) "Declining block rate" means an electric utility rate for a class of
57 consumer which prices successive blocks of electricity consumed by
58 such consumer at lower per-unit prices;

59 (3) "Time of day rate" means an electric utility rate for a class of
60 consumer which is designed to reflect the cost to the utility of
61 providing electricity to such consumer at different times of the day;

62 (4) "Seasonal rate" means an electric utility rate for a class of
63 consumer designed to reflect the cost to the utility in providing
64 electricity to such consumer during different seasons of the year;

65 (5) "Electric vehicle time of day rate" means an electric utility rate
66 for a class of consumer designed to reflect the cost to the utility of
67 providing electricity to such consumer charging an electric vehicle at [a
68 public] an electric vehicle charging station at different times of the day,
69 but shall not include demand charges;

70 (6) "Electric vehicle charging station" means an electric component
71 assembly or cluster of component assemblies designed specifically to
72 charge batteries within electric vehicles by permitting the transfer of
73 electric energy to a battery or other storage device in an electric
74 vehicle;

75 [(6)] (7) "Public electric vehicle charging station" means an electric
76 vehicle charging station [, electric recharging point, charging point or
77 electric vehicle supply equipment, which is an element in an

78 infrastructure that supplies electricity for the recharging of plug-in
79 electric vehicles, including all-electric cars, neighborhood electric
80 vehicles and plug-in hybrids, and which allows any electric vehicle
81 owner or operator to access and use the charging station free of charge]
82 located at a publicly available parking space;

83 (8) "Publicly available parking space" means a parking space that
84 has been designated by a property owner or lessee to be available to,
85 and accessible by, the public and may include on-street parking spaces
86 and parking spaces in surface lots or parking garages, but shall not
87 include: (A) A parking space that is part of, or associated with, a
88 private residence; (B) a parking space that is reserved for the exclusive
89 use of an individual driver or vehicle or for a group of drivers or
90 vehicles, such as employees, tenants, visitors, residents of a common
91 interest development, or residents of an adjacent building; or (C) a
92 parking space reserved for persons who are blind and persons with
93 disabilities as described in section 14-253a;

94 ~~[(7)]~~ (9) "Interruptible rate" means an electric utility rate designed to
95 reflect the cost to the utility in providing service to a consumer where
96 such consumer permits his service to be interrupted during periods of
97 peak electrical demand; and

98 ~~[(8)]~~ (10) "Load management techniques" means cost-effective
99 techniques used by an electric utility to reduce the maximum kilowatt
100 demand on the utility.

101 (b) The Public Utilities Regulatory Authority, with respect to each
102 electric public service company and each municipal electric company,
103 shall (1) within two years, consider and determine whether it is
104 appropriate to implement any of the following rate design standards:
105 (A) Cost of service; (B) prohibition of declining block rates; (C) time of
106 day rates; (D) seasonal rates; (E) interruptible rates; and (F) load
107 management techniques, and (2) [within one year, consider and
108 determine whether it is appropriate to] not later than June 1, 2017,
109 implement electric vehicle time of day rates for residential and
110 commercial customers. The consideration of said standards by the

111 authority and each municipal electric company shall be made after
112 public notice and hearing. Such hearing may be held concurrently with
113 a hearing required pursuant to subsection (b) of section 16-19e. The
114 authority and each municipal company shall make a determination on
115 whether it is appropriate to implement any of said standards. Said
116 determination shall be in writing, shall take into consideration the
117 evidence presented at the hearing and shall be available to the public.
118 A standard shall be deemed to be appropriate for implementation if
119 such implementation would encourage energy conservation, optimal
120 and efficient use of facilities and resources by an electric public service
121 company or municipal electric company and equitable rates for electric
122 consumers.

123 (c) The Public Utilities Regulatory Authority, with respect to each
124 electric public service company, and each municipal electric company
125 may implement any standard determined under subsection (b) of this
126 section to be appropriate or decline to implement any such standard. If
127 the authority or a municipal electric company declines to implement
128 any standard determined to be appropriate, it shall state in writing its
129 reasons for doing so and make such statement available to the public.

130 (d) The provisions of this section shall not apply to any municipal
131 electric company which has total annual sales of electricity for
132 purposes other than resale of five hundred million kilowatt-hours or
133 less.

134 Sec. 5. (NEW) (*Effective July 1, 2016*) (a) The Public Utilities
135 Regulatory Authority shall require each electric distribution company,
136 as defined in section 16-1 of the general statutes, as amended by this
137 act, to integrate electric vehicle charging load projections into such
138 company's distribution planning. Such projections shall be based on
139 the number of electric vehicles, as defined in section 1 of this act,
140 registered in the state and projected increases or decreases in sales of
141 such vehicles.

142 (b) Not later than January 1, 2017, and annually thereafter, each
143 electric distribution company shall publish on such company's Internet

144 web site a report explaining the incorporation of such company's
145 electric vehicle charging load projections for the company's
146 distribution planning.

147 Sec. 6. Section 16a-3e of the general statutes is repealed and the
148 following is substituted in lieu thereof (*Effective July 1, 2016*):

149 The Integrated Resources Plan to be adopted in 2012 and biennially
150 thereafter, shall (1) indicate specific options to reduce electric rates and
151 costs. Such options may include the procurement of new sources of
152 generation. In the review of new sources of generation, the Integrated
153 Resources Plan shall indicate whether the private wholesale market
154 can supply such additional sources or whether state financial
155 assistance, long-term purchasing of electricity contracts or other
156 interventions are needed to achieve the goal; (2) analyze in-state
157 renewable sources of electricity in comparison to transmission line
158 upgrades or new projects and out-of-state renewable energy sources,
159 provided such analysis also considers the benefits of additional jobs
160 and other economic impacts and how they are created and subsidized;
161 (3) include an examination of average consumption and other states'
162 best practices to determine why electricity rates are lower elsewhere in
163 the region; (4) assess and compare the cost of transmission line
164 projects, new power sources, renewable sources of electricity,
165 conservation and distributed generation projects to ensure the state
166 pursues only the least-cost alternative projects; (5) analyze the
167 potential for electric vehicles, as defined in section 1 of this act, to
168 provide energy storage and other services to the electric grid and
169 identify strategies to ensure that the grid is prepared to support
170 increased electric vehicle charging, based on projections of sales of
171 electric vehicles; (6) continually monitor supply and distribution
172 systems to identify potential need for transmission line projects early
173 enough to identify alternatives; and [(6)] (7) assess the least-cost
174 alternative to address reliability concerns, including, but not limited to,
175 lowering electricity demand through conservation and distributed
176 generation projects before an electric distribution company submits a
177 proposal for transmission lines or transmission line upgrades to the

178 independent system operator or the Federal Energy Regulatory
179 Commission, provided no provision of such plan shall be deemed to
180 prohibit an electric distribution company from making any filing
181 required by law or regulation.

182 Sec. 7. (NEW) (*Effective July 1, 2016*) (a) The owner or operator of a
183 public electric vehicle charging station, as defined in section 16-19f of
184 the general statutes, as amended by this act, that requires payment of a
185 fee shall provide multiple payment options that allow access by the
186 public.

187 (b) The owner or operator of a public electric vehicle charging
188 station shall disclose the location and characteristics of each such
189 public electric vehicle charging station, including, but not limited to,
190 the address, voltage and timing restrictions, to the federal database
191 operated by the United States Department of Energy Alternative Fuels
192 Data Center.

193 (c) No person shall park in a space equipped with a public electric
194 vehicle charging station, unless such person is operating a plug-in
195 hybrid electric vehicle or battery electric vehicle, as defined in section 1
196 of this act.

197 (d) The owner or operator of a public electric vehicle charging
198 station may impose restrictions on the amount of time that an electric
199 vehicle may be charged at the charging station.

200 (e) (1) Owners or operators of public electric vehicle charging
201 stations that require payment of a fee shall not require persons
202 desiring to use such public electric vehicle charging station to pay a
203 subscription fee or otherwise obtain a membership in any club,
204 association or organization as a condition of using such public electric
205 vehicle charging station.

206 (2) Notwithstanding subdivision (1) of this subsection, owners or
207 operators of public electric vehicle charging stations that require
208 payment of a fee may have different price schedules that are

209 conditioned on a subscription or membership in a club, association or
210 organization.

211 Sec. 8. Subsection (b) of section 43-3 of the general statutes is
212 repealed and the following is substituted in lieu thereof (*Effective July*
213 *1, 2016*):

214 (b) Notwithstanding any regulations to the contrary, the following
215 weighing and measuring devices shall be registered annually with the
216 commissioner and the commissioner shall charge the following annual
217 registration fees: (1) Each motor fuel dispenser and public electric
218 vehicle charging station, as defined in section 16-19f, as amended by
219 this act, fifty dollars; (2) each large weighing or measuring device, two
220 hundred fifty dollars; (3) each medium weighing or measuring device,
221 one hundred dollars; and (4) each small weighing or measuring device,
222 thirty dollars.

223 Sec. 9. Subsection (a) of section 14-103d of the general statutes is
224 repealed and the following is substituted in lieu thereof (*Effective July*
225 *1, 2016*):

226 (a) No motor vehicle which uses any pressurized gas except natural
227 gas or hydrogen as a fuel for its engine may enter or be parked in any
228 area that is under grade level. Any vehicle within the state which
229 carries any pressurized gas as its fuel in a tank attached to the vehicle
230 in any concealed area, including, but not limited to, trunks,
231 compartments or under such vehicle, except a vehicle that is in
232 compliance with all applicable federal codes and standards for light
233 duty passenger use, shall have displayed on its exterior the words
234 "Pressurized Flammable Gas" or a standard abbreviation or symbol as
235 determined by the Office of the State Fire Marshal, in block letters at
236 least two inches high, which letters shall be of contrasting colors and
237 shall be placed as near as possible to the area where the tank is located.
238 No person may dispense any pressurized gas used as a vehicle fuel
239 into any tank in a concealed area of a vehicle unless the vehicle is in
240 compliance with the requirements of this subsection. The
241 Commissioner of Motor Vehicles shall adopt regulations in accordance

242 with the provisions of chapter 54 to carry out the provisions of this
243 section.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2016</i>	New section
Sec. 2	<i>July 1, 2016</i>	14-12
Sec. 3	<i>July 1, 2016</i>	16-1
Sec. 4	<i>July 1, 2016</i>	16-19f
Sec. 5	<i>July 1, 2016</i>	New section
Sec. 6	<i>July 1, 2016</i>	16a-3e
Sec. 7	<i>July 1, 2016</i>	New section
Sec. 8	<i>July 1, 2016</i>	43-3(b)
Sec. 9	<i>July 1, 2016</i>	14-103d(a)